

Δ SR/C • ML + Δ + Post !! ↓ P. 1 . . .

! CGRID

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o R/C 50

200 C

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+ o C • o L + o R/C 50 Bldgs o R 50 SL ! SL/C Bldgs



250

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50

+ SR

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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 200

SEPT. 1987

EDITOR

Right then you bunch of road-rallying, hill-climbing autotesting, forest-staging, table-topping, circuit-racing (don't ask Peter Stanhope how his Porsche is!) P.C.T.-ing layabouts, you may as well know you've got yourselves a new editor. However even if I am the best thing to come out of Geordieland since Peter Beardsl (well, maybe) I can't make this magazine alone. It's your clug mag. and so it is only as good as you make it. Also in order to write articles, first you must compete (or marshal or service etc) so if I can bounce up P.C.T. courses in a multicoloured old Maxi you lot can go and enjoy yourselves aswell and tell me about O.K?

At this point I have to say what a good job I thought wor*John McNichol has done over the past year. He's produced a very professional product and I hope his new business turns out to be equally successful - go for it John!

The editor usually tells you now about his recent rallying exploits - but I can't cos I hav'nt got a driver (boo-hoo!).

All that remains for me to do is to tell you that the deadline for next months magazine is 29th September when you'll hear how Andy Ball and myself managed as course closing car on the Quip Forest Rally.

RAT-Ed

P.S. Have you spotted the subtle hint to all you navigatorless drivers?

MANY THANKS TO IAN MILLER AND CHRIS SHARPE WHO
HAVE ENABLED ME TO GET THIS EDITION OUY ON TIME.

THANKS LADS.

* see page -21-

CHAIRMAN'S CHAT

As many of you will know the Club Chairman of the last two years - Mr Ronny McKinnon, decided he would have a well earned rest from the committee this year and took the, I am sure, reluctant step and stood down at the A.G.M. on the 4th August. This does not mean to say that we will not be seeing him again as he will be continuing as Shell League captain and running the June Jester's Autotest as well as being a valuable member of T.M.C.

So this is where I come in as new Chairman, after serving on the committee for a year as Chief Marshal. I was surprised when Ronny approached me (who would'nt be - Ed) and asked if I would accept his nomination and take his place. After long deliberation I decided to give it a go.

For those who do not know my involvement in motorsport, I have hill-climbed a 998 Mini Cooper, rallied a twin cam Cortina and more recently a Mark I Mexico. I have also navigated on road rallies and co-driven in stage rallies to National status, as well as organising events and rallies - I suppose ever since I first became interested after skiving off work and watching the R.A.C. at Esholt in 1972!!

! Anyway enough of the past and on with the future - what's happening for T.M.C. members to get involved with :-
The Costa Rally runs again on September 19/20th, and if you are not competing then come out and marshal- see me for details.

We have been asked to run the Dalby Stage on the Crystal Stages on Sunday 18th October and all you budding Time-Keepers, Sector Marshals or Radio Operators should take this opportunity to get involved and show what you can do.

It has been mentioned, both in the pages of this magazine, and at the Club meetings, that it is always the same people who get the good jobs - well this is your chance to do something about it. If you don't, then you only have yourselves to blame. See me as Stage Commander or as Chief Marshal for more details.

The R.A.C. have allocated the Dalby spectator stage for us this year on 24th November and so as much club involvement as possible will be required to make this a success. See me again or Martin Kemp for details on this one.

CONTD...

On the social scene, the club nights will continue as normal with a regular open forum on a monthly at the Crown, Boston Spa. The bonfire disco, fancy dress party, and of 'course' the dinner dance (spot the pun) will be held as usual, but please again offer your support as Becky deserves it for all the hard work she puts in on the club's behalf. Of course we have the Quip but by now Rod will have co-erced you all into doing something, and John Westmorland will be arranging the Economy Run for the Jackwill Trophy. So there we are, up to Christmas with plenty going on and much variation to keep your interest and involvement alike but again remember that you can only get out of your Motor Club what you put into it, don't wait to be asked - VOLUNTEER, make the organiser's job easier and give you the satisfaction of being a real part of T.M.C. and I am sure this will enhance the enjoyment you get from being a member.

Hope to see you all out there.

Richard Simpson.

FORTHCOMING ARTICLES

Phil and Carolyn on the Highwayman (news to you - Mr and Mrs Sykes - yes?)

Reports on the Costa where there will be a surplus of marshals - won't there be - all you lot (of course there will be).

Accounts from me (Ed) as course closer on the Quip, and hopefully from competitors in the club.

SECRETARY'S SOAPBOX.

Well hello again, yes Tefal's with you for another year, having fought off the competition who were all dying to be secretary!! (that's my soapbox bit for this month).

Elsewhere you will read Barry Dove's account of the Gladstone Stages, now here's the real story...

After our aborted debut outing on the Moonraker "4th reserve-yeh, you'll get a run".

We had hired a van, loaded up with service crew and chase? car (what can a 1300 Maestro chase) with resident Martin Douglas as driver. "Entry pass - they've got it". So there we are, we were 2nd reserve but only one car had 'nt appeared so the C of C came out apologetically "sorry lads but thanks for coming".

Against this backdrop came the news that we actually had a run on the Gladstone Stages - not only that, but we were seeded "holy sh*t" at No. 18 - 1st 1300 the next being at 36, and with a variety of 2.6 Chevettes, RS 2000's and RS 1800's breathing down our necks.

We had a few van problems (collected at 1am on sunday) so we decided to set out straight away (having been checked out by West Yorkshire Bizzies whilst loading the trailer). We arrived at the start even before the organisers and set up camp, reserving a space for Team Trackrod. Signing-on was relatively straight forward, the big pre-event problem was tyre choice. The car arrived on 'racers' but after previous experience of Driffield the service crew (Ian and Rat) were busied changing to M&S - an absolute sod of a job (have you ever changed Strada wheels?) Then we saw the 1st stage diagram which had an excess of perimeter road and runway, so it was back to the racers. By now it was getting near the start time - hell Barry and Alan were back on M&S's "it's loose out there". Back to Ian and Rat, who by now were well drilled, and back onto Knobbles.

Relief ! time to go, we piled into the car and joined queue No. 1 for M.T.C. 1. There we were, helmets on, "O.K. off you go" round the hanger and join another 20 car queue

and helmets off again - tum-tee-tum.

"5 4 3 2 1 GO!" Andy let it in gently (ooh er - ED) and
(CONTD...)

Tear along the dotted line

COSTA '87

MARSHALS

19th/20th September 1987

Name

Telephone: Home

Address

Business

(Please tick)

Previous Experience

Preferred Type

No Experience (but would like to learn)

Preferred Time

One/Two Controls (details as required)

Number of marshals available

Car/Way

PC

IC

Soft Lin

Other

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we screamed off towards the 1st right-hander weaving a bit on the knobblies and blasted towards the two rough excursions (scheduled) "crash, bang, wollop" off the perimeter road, round another rough bit and onto the runway. A quick count down to the h'pin L, but too late, we overshoot, a quick 3-point turn and we were off again. Round through the quarry past the tank dips and round the perimeter track to the finish. "What's this, I've got 3 feet!" - Andy in his exuberance was playing footsie with me (oooh er - ED) as he slid around in his seat.

We stopped the clock with a very respectable time for the first stage in anger in the car. Onto the 2nd and we were really going for it, same rough bits, same long straight, countdown a bit earlier for the h'pin, slide, nothing- the clutch had self destructed, end of rally. Thanks go to Iar Rat and Andy, and all who know me (or something like that)

TEFAL.

COSTA 87

Hello membership, at least I assume there is one out there as you ought to be aware the Costa 87 Rally is running on the 19th/20th September. It is the event of the calendar year as far as road-rallying is concerned, and to make it the success it has been over the years we need you, the member, to offer your help on the night.

The Novice Rally produced a miserable showing as far as the members were concerned and had it not been for outside help it would have collapsed. I do not wish to see this happen the Costa, so stop out of bed for just one night and marsh on your own club event.

Please give your name to Richard Simpson before he rings you and gives you a guilt complex.

This is the last Costa under the present rules and the last under the present leadership, please make it a success.

MARTIN KEMP.

COMPETITION CALENDAR

RALLIES (R - road , S - stage)

SEPT.	5/6	C.S.M.A.	R	Highwayman	100,105 106
	6	Preston A.C	S	Silva Stages	
	19/20	Trackrod Help	R	Costa 87	92,98,99,100 needed, see R.Simpson
	20	Lindholme	S	Forest Stages	
	26	Trackrod	S	Quip Stages	
OCT.	3 or 4	York	S		100, 101,105,106
	9/10/11	2300 C.C	R/S	Tour of Mull	
	17/18	Ilkley	R	Olicana	98,99,103,104
	17/18	De Lacy	R		
	31/1	Alwoodley	R	Larkspeed	92,93,98 99,100,101
	25	Malton	S	Wombleton Stages	100

P.C.T./Autotests

SEPT.	27	Ilkley P.C.T.		OCT.	11	Otley P.C.T.
	13	Shipley A/T			18	Keighley A/T
	16	Ilkley A/T			18	N.H.M.C. A/T
					25	Trackrod A/T

* Entrants No. 04161 - Please Use it *

RED ROSE REFLECTIONS . Simon Ainslie/Martin Douglas

Escort 1600

Morecambe Rally. Car 25 (what seeding!)

Eager to broaden our horizons from Yorkshire roads, last saturday led us to try our luck through the completely unknown (to us) roads of Lancashire. The Morecambe Rally started at the Hornsea Pottery in Lancaster where we resisted the temptation to try the 500ft long aquaslide but instead jumped the queue at noise, great fun being experts.

The 180 mile route took in many of the Lancs."classics" so I'm told - like Guisburn Forest etc. The Council had also entered into the spirit of the event by resurfacing 10 yd sections of road to catch the unwary ie. Mr. Retchless?? Rallying in Lancs. seems to be a community affair with farmers varying the route at the last minute with subtly placed J.C.B.s. Even with all these problems and maps that seemed to be made of different roads we managed to get round without hitting anything or anybody despite the attempts of some specially flown in Portugese Kamakasi spectators. Provisional results showed us at 28th O/A - which was'nt too bad but we are already looking forward to the next one as we can beat these Lancastrians given the right conditions ie. 89 sets of wheel clamps.

MARTIN DOUGLAS.

CRYSTAL STAGES N.H.C.C. 18th October

We have been allocated a $3\frac{1}{2}$ mile stage in Dalby Forest on this years event and as this would be an ideal opportunity for all you budding stage officials to have a go - lets have plenty of volunteers in good time so that you can be allocated a good job.

Stage is expected to run approx. 12 Noon so we should have a leisurely start. More details will be given as soon as they are received.

See Richard Simpson or Geoff McPhail and get your name own.

CHAIRMAN'S TROPHY AND AWARDS

(Trophy donated by Richard and Pamela Simpson)
(but Award donated by "Quip Forest Rally")

This new trophy and award will be for the club member who, in the opinion of the committee has competed in both the club's own events and exclusively under the club name on other events, and has made significant improvement over the year.

Any club member can qualify, male or female, from novice to expert, but when making their decision the committee will lean in favour of the more novice member as it is hoped this award will take them onto greater things. The committee decision will be final.

Points will not be given but a tally of events entered will be kept along with results, and they must be given to the Trophy Secretary by the participating member.

The prize at the end of the year will be the trophy and replica and FREE entry in the following year's Quip Rally.

The rules are basic and simple:

1. Must compete in at least 50% of the clubs own organised events, but must include the Costa, June Jester's (autotest) and Wharfedale (P.C.T.) events.
2. Must compete in at least 3 stage rallies at restricted level of which only one can be single venue and one must include at least some forest mileage.

That then is it!

Something to go for and definately worth winning. The trophy and award are open to everyone and can be won by either driver or co-driver and will be awarded annually at the Dinner Dance. As there only 5 months left to go, the award will be given this year on merit without the same strict conditions and will then start properly in 1988.

MORE MORECAMBE

Morcambe Rally 29th/30th August

Pamela White/Barry Dove

Car No. 44 RS 2000

Pamela White and myself, having received no final instructions, set off for Hornsea Pottery, Lancaster. Noise and scrutineering was a dragged out affair with a total of $1\frac{3}{4}$ hours of queuing - but we passed both O.K.

90 minutes to plot and a quick word with John Richardson (Steve Retchless's navigator) saying we could swop maps, but his were covered with sick stains.

Running at 44 we were going for a steady run on Lancashire's lanes and moors and the 1st selective included a footpath (we wondered how we 'd find the entrance but there was no problem because the gate was signposted with spectators). We had set off at a steady !! pace to find the Sunbeam at 43 in a ditch at selective 2. Then we hauled in car No. 42 on selective 3, even though the roads were very tight and narrow with lots of 90's and loose material (friendly spectators?). Martin Douglas and Simon Ainslie, running at No. 25 were the only other crew we knew and had the benefit of Ian Miller's map markings.

Our pace was quite quick but tidy as endorsed by the spectators Jean and Peter - but they did'nt see my wrong slot in to a farmyard B*!@&' +KS ! Sorry Pam.

At the last control before M.T.C. 2 (with our fail time being 01 14) we took a time of 01 13 39s - 21s to OTL! We went into petrol at $\frac{1}{2}$ -way - Kirby Lonsdale - with 12 minutes to look at the car and fill up with petrol. We were relieved to leave petrol on due time for the 2nd half.

First selective was over Sedburgh Moor - after a very loose h'pin L (at Clapham Station) onto the moor I had to tell Pam to drive as she saw it because there was nothing to call for 7 miles until we got to Guisburn Forest. This consisted of lots of quick brows, but over a crest the road goes 45 L, I shout whoa! Pamela thinks we've gone wrong and locks up, we go straight off, with the diff resting on the only boulder on the moor. We try pushing but to no avail (there was no grip with the back end off the floor). Thankfully there was no damage to the car but even so we still could'nt get anywhere. Two spectators appear, and after alot of effort we return the car to the road (many thanks to whoever). Into the selective finish we found we had dropped 27 mins, so it was cut to the finish to keep our once blemished record as clean as possible.

At the finish (Redwell Inn, Arkholme) we found that at $\frac{1}{2}$ way we were 2nd in class - another case of nearly but not be.

Drink and breakfast, followed by sleep and give brake fluid to Simon and Martin who complained of no brakes for the last 10 miles. The results showed Simon and Martin, from a start No. of 25, finished 28th O/A.

We had 10 fails but enjoyed the event, thanks to all, good route but organisation was a bit crap - after all it was a Lancashire event, was'nt it.

Till the next one.

BARRY DOVE.

THE FUEL INJECTED MONSTER - THE SAGA CONTINUES!

NEI STAGES.

Following previous failures (broke down at the end of the Manx, broke down at the start of next event) Brian Colligan and myself returned to Albermarle to continue our assault on the Tyneside Tarmac Championship. Running at 3 behind James Peel's Chevette and John Pye's Ascona we had cured the monsters problems by fitting a new demon Lucas distributor which we hoped would not blow its brains out the first time it was used in anger. But as one problem is cured another rears its head and this time the weather was to present all the problems. Light drizzle early on was forecast to clear later so we set out for the first two stages on TB15s as a compromise. This plan worked well as we were quickest on the first stage but then the heavens opened and the runways were under an inch of water with us on TBs when Noras would have been better. I've never been backwards at 100mph before and I'm not anxious to repeat the feat and by the time we stopped we'd dropped 40 secs and were down to 4th place at the end of the stage.

Stages 3 & 4 saw the roads drying and we pulled by to 2nd behind Peel but in front of Pye. Stages 5 & 6 we had gone onto slicks and taken another 10 secs off the leader.

Stages 7 & 8 (last ones) saw us determined to pull back the 24 seconds between us and victory. As Don Revie used to say "You get nowt for being second!" and we went for the win. However, Brian tried too hard (note the change from "we" to "Brian") and "he" hit a chicane hard and bent the steering - result, retirement. So another non-finish John Pye beats us again-next time?

NEXT TIME-TYNESIDE STAGES.

This event ran over the infamous Otterburn ranges and was the first time Brian or myself had competed there. Seeded at 9 I was looking to finish and preferably in the top ten but in the end we managed 5th O/A and 1st in class thanks to a good drive by Brian and my doing the time keeping better than a few quicker crews!

(THE FUEL INJECTED MONSTER--CONTINUED...)

As for Otterburn - well we're not in a hurry to go back!
John Pye won the rally and it was nice to have a chat
with Dave Turnbull and Graeme Kellit who finished 8th.

JOHN MCNICHOL

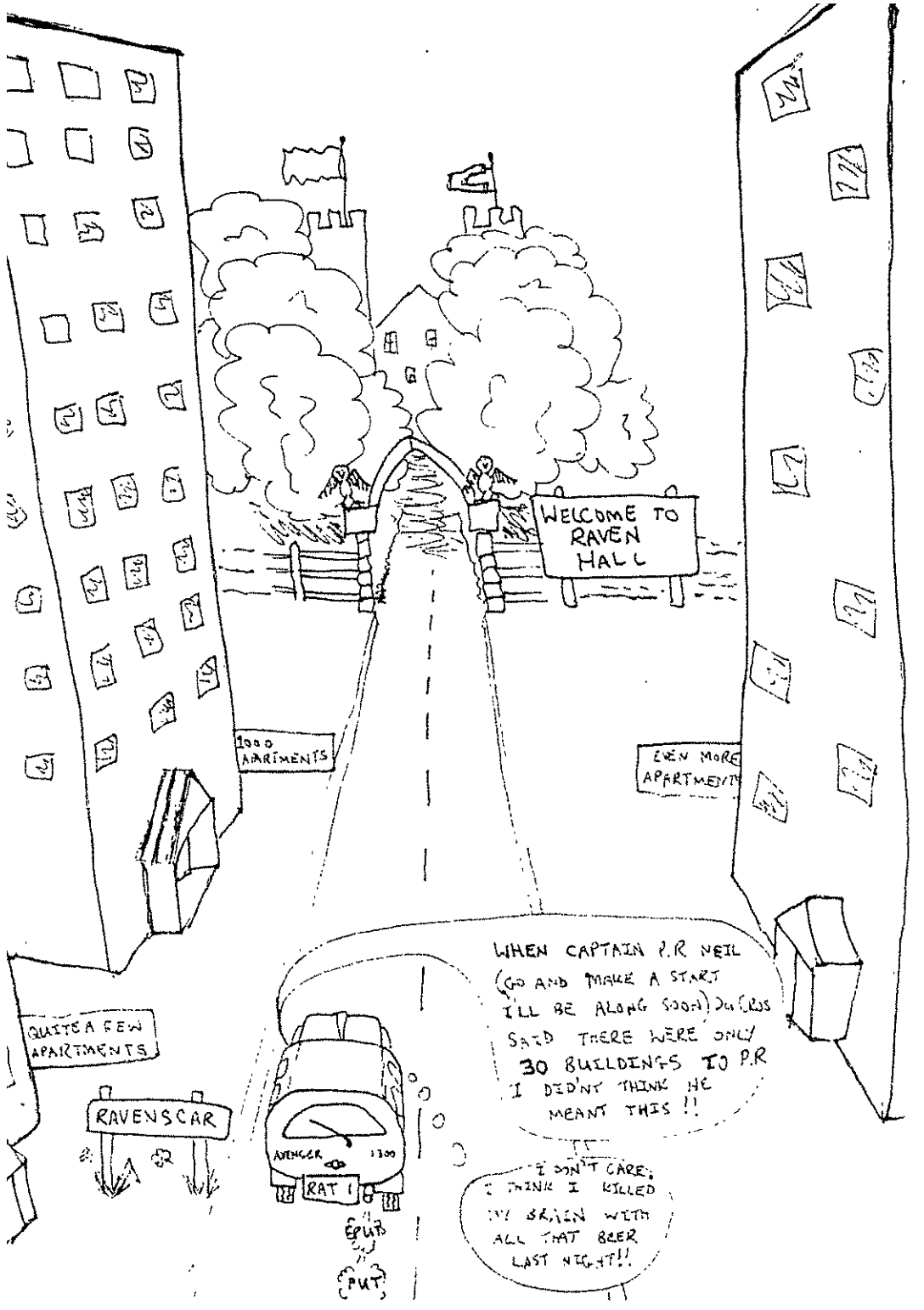
NB. The picture of us on the Manx in last months
mag was taken by Malcolm Anderson who has taken me to
task for not crediting him with it. Sorry Mac!

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QUITE A FEW APARTMENTS

RAVENSCAR

1000 APARTMENTS

WELCOME TO RAVEN HALL

EVEN MORE APARTMENTS

AVENGER 1300
RAT 1

PUT
PUT

WHEN CAPTAIN P.R. NEIL
(GO AND MAKE A START
I'LL BE ALONG SOON) DU(RES
SAID THERE WERE ONLY
30 BUILDINGS TO P.R
I DIDN'T THINK HE
MEANT THIS !!

I DON'T CARE;
I THINK I KILLED
MY BAKEN WITH
ALL THAT BEER
LAST NIGHT!!

GLADSTONE STAGES

Alan-Powell/Baz Dove
RS 2000
Alamein Barracks
Selby & D.M.C.

Having helped Alan (Powell) to fit an oil cooler, and suitable fitting of the battery isolator etc. by Mark Briars, the car was ready.

Loading on the trailer on Saturday night with the Hunting Oil Group transit service barge, complete with service crew- Mark Brier, Tom Whittaker, Bob Stoker (also driver)- we were ready!

Having attended an award presentation at Ripon Motor Club the previous night with regular driver Pam White and her husband, the bed looked a bit pointless. So Mark and I slept in chairs until 4.30am to be at scrutineering for 7am.

We cleared noise and scrutineering no problem, signed on and set camp in a space reserved for us by fellow Trackrod competitors Andy Ball and Neil DuCros in the unveiled Fiat Strada "Abarth"?? - with Roland Rat and Ian Miller as service crew.

25 minutes to go and we chose M&S after much close discussion with C of C and Martin Kemp, and we were off. Alan said "Today we go for it!" 1st in class if we can - (HELP!!). He wasn't joking, 1st fast right-hander on tarmac was a bit sideways, 200 yds to open 70 R onto loose, pothole!- "bloody hell Alan, what about the car"- fast right tightening to h'pin, and back onto the loose. "Oh sod it", I was shouting (screaming) too softly - mild bo!*@+ing - and flat into straight for 500 yds, 7000+ in top to h'pin L, then L over brow into quarry - "hell this is quick," - and so on to finish.

- . 1st stage we set 7th fastest
- . 2nd stage we set 6th fastest

Into service, and a quick check on all the U-bolts etc, and a coffee from the girls (Becky, Jane and Pamela). By the 4th stage we arrived at service with the tube hanging out of the wall of the O.S.F. M&S. Having cursed a Datsun (No. 32) for baulking us on the loose, and an escort (No. 31), only to pull over on the tank-traps - we now tied 4th O/A with car No. 11.

(CONTD...)

Alan decided to buy 2 new tyres (things were getting really serious), and 1 litre of oil. We had another check round, a bite to eat and coffee, and into M.T.C. OUT (stage 5). This stage included the first hill (mountain). Alan remarks he knows the jump and it's right over the top (GULP!). 5 4 3 2 1 GO! - quick tarmac right-hander, onto the loose to the hill - uphill flat in 2nd to the crest (Alan seems to want to go off the side) but we landed in the direction of the track (BRILLIANT). Back to tarmac and Alan is really trying, everything is flowing and the car is superb. Down the straight (flat-out) to h'pin L into the quarry and out on 2 rear wheels (you've got to see the photo to believe it - Ed). Flat to 70 L, 90 R, 90 R, h'pin L, h'pin R, then tarmac and flat-out to right-hander towards the finish board - Shit! no oil pressure, jump out and run back to marshal for time, lift bonnet, engine solid and the oil pipe was hanging off cooler sandwich plate - Utter Despair - instant retirement.

Alan jokes, but it's heart-breaking for all - the results board showed we were 2nd fastest on this run only being beaten by Andy Elliott in the Manta 400 (with £12,000 engine) and 4th O/A (- just goes to show you don't have to spend that much to be competitive - Ed).

Thanks must go to all who helped, for what was a fabulous day - albeit a disasterous end, but what a drive, superb. The oil cooler was my fault , sorry Alan, here's to the next time - I hope.

Baz.

Going round in circles!!!

I am a member of Porsche Club Great Britain who have a championship sponsored by Pirelli and for people who have not competed before they have free tuition every now and then paid for by Pirelli. So I decided I would have a go at going round in circles.

I arrived at Donnington Circuit for 10.00 one damp Wednesday August morning not knowing what to do. My friend and I first had to sign on and then that was it. No instruction, which side do you let people pass on? what shape is the track? We watched for half an hour during which time the remains of a 911 were towed back. What am I letting myself in for?

Time to have a go. My plan of attack was to get round, that soon went out of the window!! After going round a few times my enthusiasm increased. During the rest of morning I spun it twice so it was time for lunch.

My lesson was at 3.00pm so we had a few more laps before that which on one of them I span the 911 through 360 degrees hitting both kerbs and erupting in a cloud of blue smoke from the tyre's.

The lesson was given by Mike Jordan who drives for Pirelli and was very informative and constructive.

A very good day with lap times getting shorter after the tuition as confidence increased, I look forward to next time.

Peter Stanhope.

QUIP FOREST RALLY 26th Sept. 1987

Preparations for our prestigious National Stage Event are (as you will no doubt be aware!) well underway, with the exciting prospect of the new spectator stage in the very picturesque grounds of Castle Howard, just up the A64 from York. There will be 4 miles of tarmac and loose surface on which a speed trap will be set up for the benefit of spectators. With the trade stands, refreshment facilities and the fact that the grounds are also the site of the lunch halt/service area saturday 26th september has got to be one of the finest opportunities to view top class rally cars at arms length and in comfort.

The scheduled program for saturday starts when the first car leaves the relaxed atmosphere of the Raven Hall Hotel, Ravenscar at 9am. The field then emerges from the forests to reach Castle Howard at approx. 11.30am. The last car leaves here at approx. 3.30pm and after a 2nd excursion on the tough North Yorkshire stages the 1st car will be returned to Raven Hall Hotel at 5.15pm.

Finally, the already impressive list of sponsors, including the European Sachs Mobile Service Unit, now also contains Weller Wheels, and Tudor Publications of Belfast have agreed to print a R.A.C.-like glossy programme aswell as a comprehensive Rally-Pack with stage details and spectator information.

Remember Roger Clark (for those too young to remember ie. me he is the only Briton to win the R.A.C. since it was made international) is continuing his comeback in his S.M.C. Metro 6R4.

Aswell as wor* Roger the entry also includes:

- . Jan Churchill in the Welsh Forest Rally School Porsche 911
- . Trevor Smith in his Hendy Ford/Draper Tools Sierra Cosworth
- . David Gillanders in the British Car Rental 6R4.

Rat-Ed.

* For those of you who don't know 'wor' is a Geordie term of endearment.

TRACKROD TROPHY POINTS JULY '87Trackrod/Newman Trophy

R. Kemp	68
J Westmorland	35
B. Dove	35
R. Simpson	25
R. Mackinnon	25

Editors Trophy(4 events gone)

Drivers	
J. North	23
B. Fernynough	20
P. Sykes	20
C. Harber	16
I. Richardson	16
Navigators	
D. Lee	23
J. Bean	20
C. Harber	20
J. McMichol	17
P. Sykes	16

CJ & DW Taylor Trophy

(Best lady competitor)

C. Harber	192.2
J. Smyth	163.1
J. Dove	67.5
V. Renny	38.3

Shell League Trophy

J. North	181.5
P. Green	92.5
R. Endley	90.7
C. Harber	84.2

Off Road Events Trophy

(Not TMC Events)

J. North	356.7
P. Green	92.5
R. Jackson	65.0
D. Lee	58.3

Rally & Seoad Autotest Trophy

J. North	11
R. Ineson	11
R. Mackinnon	5
J. Renny	5

Dickinson PCT Trophy

C. Batty	10
J. North	10
R. Cross	9
I. Miller	9
J. Dove	8
R. Mackinnon	8

AMCC Rally Navigator

J. McMichol	134.2
Miss C Harber	105.0
P. Sykes	84.2

AMCC Rally Driver

P. Sykes	105.0
C. Harber	84.2
P. Chambers	24.2

CONT....

FSB Trophy Driver

FSB Trophy Navigator

J. North	32
R. Endley	27
T. Whittaker	24
J. Cope	19

J. McMichol	60
D. Lee	32
V. Fletcher	27
J. Smyth	24

Lloyds Stages (Multi-Venue) Crest Motels Trophy (Single Venue)

T. Whittaker	124.8	B. Colligan	105.0
P. Lilley	88.3	J. Cope	82.7
D. Unsworth	52.5	S. Bell	68.6
N. DuCross	25.8	D. Unsworth	62.7

Marshals Trophy

Gordon Jefferson Co-Driver

RS Simpson	70
J. Westmorland	25
M Westmorland	20
R. Kemp	20
B. Dove	15

J. McMichol	196.3
J. Smyth	163.1
D. Smith	115.4
S. Sanderson	68.6
M. Dixon	39.4

Service Crew Trophy

V. Fletcher	20
M. Varley	20
B. Dove	5
R. Kemp	5

J. WESTMORLAND

Trophy Points Sec.

These points do not include results from the Novice Rally or recent club nights.

(N.B. Unfortunately due to pressures at work John has not been able to up-date the trophy points, so these are last month's. I'm sure they will be back up to date next month. - Ed)

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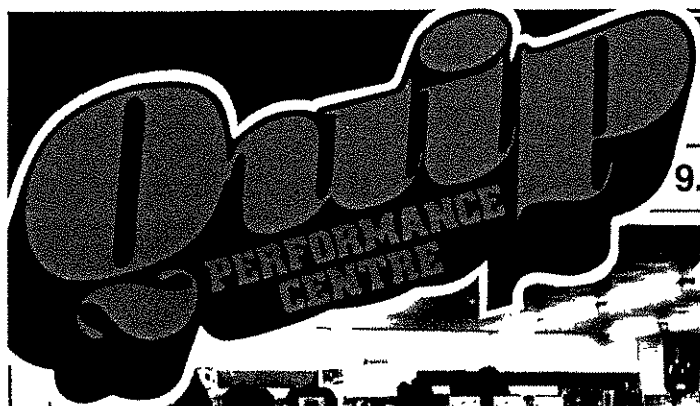
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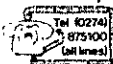
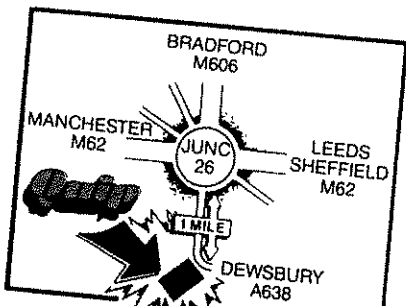
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